













POWELL'S

Xmas =

Bazaar

NOW

OPEN.

COMING! COMING!

THEATRE ROYAL,  
HONGKONG

FOR SIX NIGHTS ONLY.

OPENING 12TH DECEMBER, 1907.

THE  
BANDMANN  
COMEDY CO.

22 LONDON ARTISTES 22

Will present the following latest London

Successes for the first time in Hongkong.

THURSDAY, Dec. 12th.  
Alfred Sarto's brilliant comedy  
'THE WALLS OF JERICHO'

By special arrangement with Mr. Arthur

Dorchester. Which ran for over 2 years

at the Garrick Theatre, London.

FRIDAY, Dec. 13th.

'A MESSAGE FROM MARS'

By R. Gashony.

By special arrangement with Mr. Charles

Hawley from the Avenue and Comedy

Theatre, London.

SATURDAY, Dec. 14th.

'SHERLOCK HOLMES'

A. Conan Doyle's Masterpieces.

By special arrangement with Mr. Charles

Frohman from the Lyceum Theatre,

London.

MONDAY, Dec. 16th.

'JOHN GLAYDE'S HONOUR'

Allied Sarto's latest successful play from

the St. James' Theatre, London.

By special arrangement with Mr. George

Alexander.

TUESDAY, Dec. 17th.

Mr. W. Jacob's beautiful comedy

'BEAUTY AND THE BARGE'

The great Haymarket Theatre success.

By special arrangement with Mr. Cyril

Maude.

WEDNESDAY, Dec. 18th.

FAREWELL PERFORMANCE.

'THE EARL OF FAWTUCKET'

The present success of New York and

London, now crowding the Playhouse,

London. By special arrangement with Mr.

Cyril Maude.

PRICES OF ADMISSION, \$3, \$2, \$1.

Plan at Messrs S. MOUTRIE &amp; Co.

FULL ORCHESTRA.

Doors open at 8.30 P.M. Commence at 9 P.M.

Hongkong, November 28, 1907. 1890

FOR SALE.

SOUND VOLUMES

OF THE

'NEW WEEKLY'

ARE ON SALE AT THE

'China Mail' Office,

8, Queen's Road Central.

S. MOUTRIE & Co.,  
LIMITED.THE ORCHESTRELLE Co.'s  
NEW MODEL'AERICLA'  
PIANO  
PLAYERSRETURNED AFTER A FEW MONTHS  
ON HIRE

Reduced to \$350.

A Marvel of Mechanical  
Genius and the most perfect  
Instrument on the Market.A written guarantee given with  
each instrument.

SOLE AGENTS:

S. MOUTRIE & Co., Ltd.,  
YORK BUILDINGS, CHATER ROAD.

Hongkong, April 18, 1907.

A. S. WATSON  
& Co., Ltd.

ESTABLISHED A.D. 1841.

CONFECTIONERY

We have Just Unpacked our

NEW SEASON'S -

CONFECTIONERY

IMPORTED FROM THE

LEADING

LONDON

and

PARISIAN

HOUSES.

A FINE ASSORTMENT

AT

Very Reasonable

Prices.

INSPECTION INVITED.

A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA

BUILDINGS

Hongkong, November 30, 1907.

MEMOS FOR MONDAY.

Auction.

3 p.m.—Auction of Crown Land at the

Public Works Department's Office.

General Memoranda.

TUESDAY, December 10—

11 a.m.—Auction of English Gold and Silver

Jewellery at Messrs Hughes &amp; Hough's

Sales Room.

6 p.m.—Auction of a Quantity of Toys,

at Mr. Geo. P. Lammer's Sales Room.

WEDNESDAY, December 11—

2 p.m.—Bazaar at City Hall.

Goods per Peshawar not cleared at 4 p.m.

on this date subject to rent.

Goods per Benally undelivered after this

date subject to rent.

Goods per Montgomery undelivered after this

date subject to rent.

Goods per York undelivered after this

date subject to rent.

THURSDAY, December 12—

9 p.m.—Performance at City Hall.

FRIDAY, December 13—

Goods per China undelivered after noon

on this date subject to rent.

Goods per Nile not cleared at 4 p.m.

on this date subject to rent.

SATURDAY, December 14—

6 p.m.—Meeting of Hongkong Cricket

Club at Club Pavilion.

WEDNESDAY, December 18—

3 p.m.—Auction of Latehold Property,

at Messrs Hughes &amp; Hough's Sales

Rooms.

The China Mail

HONGKONG, SATURDAY, DECEMBER 7, 1907.

THE PLAGUE.

RECENTLY a valuable contribution to the

literature dealing with plague was made

by Dr. Turner of Bombay who issued a

history of the visitations in that city for

the last ten years. Apart from the his-

torical value of the work the scientific

deductions drawn throw much light on

the obscure pathological and epidemio-

logical problem how plague is spread.

According to the "Advocate of India,"

which publishes a thoughtful review of

Dr. Turner's work, after examining

carefully all probable sources, the author

concludes that it was shipping which

brought the plague to India. He says

that, although Hongkong was affected

when the plague broke out in Bombay,

the limited trade between the two ports

and the fact that no intermediate ports

were infected precludes belief in the

theory that infection came from Hong-

kong. In Dr. Turner's opinion it is

probable that in the first instance the

disease was brought from the Persian

Gulf or Arabia either by pilgrims or by

merchandise, grain, vermin or rats.

While we are not so much interested in

the question whence India received in-

fection we certainly are concerned in the

controversy in regard to the infectious

character of plague. The Panel Commis-

sion advanced the theory that plague,

except pneumonic, is not infectious in

the ordinary sense of the word and that

no disinfection or isolation of plague

cases is necessary. The press of India

received the announcement of this deci-

sion with coldness. It was pointed out

that hitherto it had been firmly believed

that the spread of plague could only

be prevented by the segregation of

patients and contacts and disinfection,

and that the balance of testimony was

in favour of the efficacy of these precau-

tions. This is the belief of the Health

Department here and similar bodies in

Australia. Dr. Turner also declines to

accept the Panel Commission's view and

says: "I prefer to be on the safe side

and destroy germs as a pre-

ventive measure until this point is more

thoroughly investigated." This conser-

vative attitude is entirely justified by

the inadequacy of the knowledge of the

disease as yet at the disposal of scientists.

Although great attention has been de-

voted to its study for many years it is

too soon to declare that the precautions

hitherto adopted are unnecessary. The

wiser part, as Dr. Turner says, is to

take no chances and to wait until our

knowledge of the nature of the disease

has greatly increased before we relax

any precautions. Life is too valuable

to be risked in support of a theory and

it will be generally admitted that in

regard to the removal of what may tend

to preserve it, any step should be taken

only after the fullest and most careful

consideration.

Victory Chang, Jen-chun of Canton

has asked the Waiwupu to negotiate with

the British Minister to Peking to stop iss-

uing the passport now issued by the British

Consul giving the wording of "eighteen

provinces" which is against the treaty

arrangement.

The Tokyo papers are assuming that

the recall of Viscount Aoki, the Am-

bassador at Washington, is not solely

due to the wish of the Japanese

Government to receive first-hand in-

formation in regard to the situation

apropos America. Roster tells us that

Viscount Aoki gave this explanation

of his recall to an interviewer, and

added that his return could not be

construed into any indication of un-

friendliness to America. Naturally a

diplomatist would speak in this reas-

soning manner but it is probable that

the Tokyo press has presented an

explanation nearer the truth. Our

contemporaries at Tokyo declare, in

effect, that the Ambassador has been

recalled because the Government is dis-

satisfied with his handling of the

immigration difficulty. It must be

remembered, that from the outset a

section of the Japanese press held that

Viscount Aoki was not effectively

safeguarding the interests of his

nationals in America. But it is only

fair to bear in mind that the Amba-

sador was in a position of great

difficulty. He was accredited to the

Washington Government but it was

the Californian Government which had

to be called to account. It was im-

possible for him to deal direct with the

Californian Government and conse-

quently he was practically unable to

force on an understanding. His

successor will be faced by the same

difficulty and is unlikely to prove more

successful than was Viscount Aoki.

Probably the wisest plan would be for

America to follow the example set by

Canada and to send a special commis-

sioner to Tokyo to arrange matters.

The problem of Japanese immigration

is too important, and it may truthfully

be said too dangerous, to be left to the

Japanese Ambassador at Washington.

Either Japan or America should ap-

point a commissioner with full powers

and as a matter of courtesy it would

be better for America to do so.

CALLED TO PEKING.

Office For A Hongkong Chinese.

(From our Correspondent.)

CANTON, December 5.

A Peking telegram states that Wong

Tsung Wai has been called to Peking to

accept a position with the Board of Punish-

ments. Mr. Wong is the son of Rev. Wong

Yuk-doh, who was formerly pastor of the

London Mission Church at Hongkong.

He is a well trained man. He first spent

several years at Tientsin, then went to

Yale University where he secured the

degree of Doctor of Philosophy and after-

wards studied in Germany. The calling

of such men to positions in the public service

is a good omen.

LOCAL AND COAST NEWS.

The German cruiser Furst Bismarck

arrived yesterday from Amoy with the

Commander-in-Chief of the German Asiatic

Squadron on board.

The Governor of Kwangsi has asked

the Board of Finance to pay one million

taels to subsidize the Kwangsi Railway.

This has been duly granted by the Throne.

Mr. Chan Chuk Ngan, of the Wesley

Church, will speak at the Chinese Meeting

at 3 o'clock to-morrow in the Y. M. C. A.

Rooms. Mr. F. O. Seiser will speak at the

English meeting at 4.30.

The Mrs. Tanner (Capt. Sumnerville)

reached the harbour from Manila this

morning, and reports that the China Sea is

in better humour than during the previous

week. A moderate sea was running, and

ordinary monsoon.

Collections on behalf of the Hong-

kong Church Missionary Association will

be made in St. John's Cathedral to-morrow.

The Preacher at Matine will be the Lord

Bishop of Victoria and the Venérable

Archdeacon Banister will preach at

Evening.

The P. and O. s.s. Nile arrived yes-

terday from London and in the China Sea

met gales with a high sea and heavy rain.

A devilish junk was passed not far from

Gap Rock, this no doubt being the track

of vessels it is probably a danger to

navigation.

It is curious that gnomesmen—no

popular in America—have never caught

one in England. Of course, there is nothing

an Englishman hates so much as looking

like a fool, and this it must be confessed,

men are apt to do when they make bold

to appear in a bridal procession.—"Gente-

woman."

WHY SUFFER FROM RHEUMATISM.

Do you know that rheumatic pains can

be relieved? If you doubt this just

try one application of Chamberlain's Pain

Balm. It will give you relief from pain

and will make rest and sleep possible.

For sale by all chemists and druggists.

THE WEST RIVER.

A Rumour from Peking











# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Returning Steamer	Due at	Due at
Colombo	Hongkong	from Colombo to	Marseilles & London	Plymouth
			(Brindisi)	(London)
			2 days earlier	1 day later
<b>MALTA</b> .....8000	Dec. 14	<b>MOLDAVIA</b> .....10000	Jan. 11	Jan. 18
<b>DELHI</b> .....8000	Dec. 28	<b>INDIA</b> .....8000	Jan. 25	Feb. 1
<b>ARADIA</b> .....7000	Jan. 11, 1908	<b>MONGOLIA</b> .....10000	Feb. 8	Feb. 15
<b>PENINSULAR</b> .....5000	Feb. 6	<b>MACEDONIA</b> .....10000	Feb. 22	Feb. 29
<b>DEVANHA</b> .....8000	Feb. 22	<b>BRITANNIA</b> .....7000	Mar. 7	Mar. 14
<b>MARMOBA</b> .....10000	Mar. 21	<b>MOULTAN</b> .....10000	Mar. 21	Mar. 28
		(through steamer)	April 4	April 11
		(calling at Bombay)	April 18	April 25
<b>DELHI</b> .....8000	April 4	<b>MOLDAVIA</b> .....10000	May 2	May 9
<b>MALTA</b> .....8000	April 18	<b>INDIA</b> .....8000	May 16	May 23
<b>DEVANHA</b> .....8000	May 2	<b>MONGOLIA</b> .....10000	May 30	June 6
<b>COCHINA</b> .....7000	May 16	<b>INDIA</b> .....8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
For shipping to the above Mail Steamers the following:-

#### INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR  
**LONDON,**  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
	Hongkong	London
<b>* SYRIA</b> .....7000	Dec. 18	Feb. 13
<b>* NYANZA</b> .....7000	Jan. 1 (1908)	Feb. 27
<b>* NILE</b> .....7000	Jan. 15	March 12
<b>* SUNDA</b> .....4700	Jan. 29	March 26
<b>* PALAWAN</b> .....4700	Feb. 12	March 30
<b>* NUBIA</b> .....6000	Feb. 26	April 3
<b>* BORNEO</b> .....4800	April 9	May 5
<b>* NOBE</b> .....7000	May 23	June 20
<b>* SUMATRA</b> .....4800	June 6	July 3

These Steamers call also at Singapore, Penang, Colombo, and at Malta at Marseilles.  
\* Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.  
For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

1221

## OSAKA SHOSHEN KAISHA.

### REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Co's s.s.	For	Leave
<b>* SHOSHU MARU</b> , Capt. N. MEMOTO.	SHANGHAI, VIA SWATOW, AMOY AND FOOCHEW.	TUESDAY, 10th Dec, at 8 a.m.
<b>* DAIJIN MARU</b> , Capt. I. SAKURAI.	TAMU, VIA SWATOW, AMOY.	TUESDAY, 10th Dec, at 9 a.m.
<b>* FUKUSHU MARU</b> , Capt. T. ITO.	ANPING, VIA SWATOW, AMOY AND TAKAO.	WEDNESDAY, 11th Dec, at Daylight.

\* These Steamers have excellent accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unvalued Tackle.  
+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
<b>* TREMONT</b> .....	9800	T. W. Garlick	10th December, 1907.
<b>* SUVERIC</b> .....	6233	W. Shotton	4th January.
<b>* KUMERIC</b> .....	6232	Cowley	28th January.
<b>* SHAWMUT</b> .....	9800	R. V. Roberts	21st February.

\* Cargo only. \* Passenger accommodation.

CHEAP FARES EXCELLENT ACCOMMODATION ATTENDANCE, AND  
QUISINE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The Twin screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

**Dodwell & Co., Limited,**  
QUEEN'S BUILDINGS.  
GENERAL AGENTS.

# Shipping.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship **ARADIA** will be despatched for the above Ports on FRIDAY, the 13th inst., at 4 p.m.  
This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.  
For Freight or Passage, apply to  
**D. SASSON & Co., Ltd.,**  
Agents.  
Hongkong, December 4, 1907. 1932

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

THE Steamship **SCHUYLKILL**, Captain ANDERSON, will be despatched above on or about 14th December, 1907. For Freight, etc., apply to  
**STANDARD OIL COMPANY**  
OF NEW YORK,  
Oriental Freight Department,  
(Hotel Mansions).  
Hongkong, October 25, 1907. 1704

AUSTRIAN NAVIGATION COMPANY.  
STEAMSHIP **BEHARTY**.  
FROM MIDDLESBRO, LONDON AND STRAITS.

STEAM FOR  
FIUME and THIRRE DIRECT, Calling at  
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the  
BRAZIL, PERMAN GULF, RED SEA, BLACK SEA, LANT, VENICE and  
AMSTERDAM.)

THE Co's Steamship **E. FRANZ FERDINAND**, Captain C. MARCOVICH, will be despatched above on or about THURSDAY, the 26th December.  
This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor and Stewardess.  
For information as to Passage & Freight, apply to  
**SANDER, WILDER, & CO.,**  
Agents,  
Princes' Buildings.  
Hongkong, November 29, 1907. 1894

EASTON & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship **ALDENHAM**, Captain ST. JOHN GIBSON, will be despatched above on SATURDAY, the 28th inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
The Steamer is installed throughout with Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in the saloons.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, December 8, 1907. 1899

TOYO KISEN KAISHA.  
SOUTH AMERICAN LINE.  
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kobe and Yokohama) WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

THE Steamship **KATHERINE PARK**, 5000 tons, will be despatched for Callao, Iquique, via Japan Ports on or about Middle of December.  
KASATO MARU, 6100 tons, will be despatched hence to Callao, Iquique, via Japan Ports, sometime in March, 1908.  
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.  
The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.  
**K. MATSUDA, Manager,**  
York Building.  
Hongkong, April 15, 1907. 612

NOTICE TO CONSIGNEES.  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER **PESHAWUR**.  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at the Godowns of the Peninsular and Oriental Steam Navigation Company, Limited, at Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m.  
No Fire Insurance has been effected.  
**HAMBURG-AMERICA LINE,**  
Hongkong Office.  
Hongkong, December 4, 1907. 1924

NOTICE TO CONSIGNEES.  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER **PESHAWUR**.  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at the Godowns of the Peninsular and Oriental Steam Navigation Company, Limited, at Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m.  
No Fire Insurance has been effected.  
**HAMBURG-AMERICA LINE,**  
Hongkong Office.  
Hongkong, December 4, 1907. 1924

NOTICE TO CONSIGNEES.  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER **PESHAWUR**.  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at the Godowns of the Peninsular and Oriental Steam Navigation Company, Limited, at Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m.  
No Fire Insurance has been effected.  
**HAMBURG-AMERICA LINE,**  
Hongkong Office.  
Hongkong, December 4, 1907. 1924

NOTICE TO CONSIGNEES.  
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER **PESHAWUR**.  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

# NOTICES TO CONSIGNEES.

OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN &amp; SHANGHAI.

CONSIGNEES of CARGO per Steamship **ASIA**.  
The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery from alongside.  
Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.  
Cargo remaining on board after twelve Noon, TUESDAY, December 10th, will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
All Cargo undelivered by Noon, FRIDAY, the 13th December, will be subject to rent.  
All chafed and otherwise damaged cargo will be examined at the above Company's Godown on WEDNESDAY, December 11th, at 10 a.m.  
**S. SILVERSTONE,**  
Agent.  
Hongkong, December 6, 1907. 1940

'BEN' LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
STEAMSHIP **BENARTY**.  
FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Peninsular and Oriental Steam Navigation Company, Limited, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, December 4, 1907. 1923

'SHIRE' LINE OF STEAMERS, LIMITED.  
FROM ANTWERP, MIDDLESBRO, LONDON, COLOMBO & STRAITS.

THE Steamship **MONTGOMERYSHIRE**, Captain HALL, having arrived, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Peninsular and Oriental Steam Navigation Company, Limited, at Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 11th inst., at 3 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**SEWAN, TONES & CO.,**  
Agents.  
Hongkong, December 5, 1907. 1938

NOTICE TO CONSIGNEES.  
FROM ANTWERP, MIDDLESBRO, LONDON, COLOMBO & STRAITS.

THE Steamship **SCANDIA**, Captain VAN DOREN, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.  
Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.  
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**HAMBURG-AMERICA LINE,**  
Hongkong Office.  
Hongkong, December 4, 1907. 1924

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# NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship **Kumang** having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 4 p.m., the 6th inst., will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co., Ltd.,**  
General Managers.  
Hongkong, December 4, 1907. 1922

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP **TREMONT**.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take delivery of their Goods from alongside.  
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
**DODWELL & CO., LTD.,**  
Agents.  
Hongkong, December 5, 1907. 1935

Dentistry.

**DR. HARRY FONG,**  
AMERICAN TRAINED DENTIST.  
61, QUEEN'S ROAD CENTRAL.  
1979

ELECTRICAL and Latest Improved Appliances.

**SIEN TING**  
Surgeon Dentist.  
No. 14, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation Free. 26

**W. G. HUMPHREYS & CO.**  
BANK BUILDINGS.  
Hongkong, May 18, 1906 1094

**PEAK TRAMWAYS COMPANY, LIMITED.**  
TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT GAPS.  
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12 Noon. Every 15 minutes.  
12 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.

EXTRA GAPS at 11.30 and 11.45 p.m.  
SPECIAL CARS by arrangement at the Central Office, ALEXANDRA BUILDING, Des Voeux Road Central.

**JOHN D. HUMPHREYS & SON,**  
General Managers.



